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DAVE COLLOGAN/EDITOR
KATHRYN BLEDSOE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

STRINGENT FAA BUDGET RESTRAINTS ORDERED BY ENGEN

FAA Administrator Donald Engen, faced with possibly substantial cuts in the agency's 1986 budget and the anticipated impact of the Gramm-Rudman bill, has imposed "severe constraints" on FAA operations, effective immediately. Engen told FAA managers to freeze all hiring and training except for aviation safety inspectors, controllers and security specialists "for an indefinite period." He said FAA "will not know exactly what its 1986 budget will be until early March. That will leave us with less than seven months to accommodate the reductions. Therefore, it is prudent to begin spending cutbacks immediately." He said furloughs and reductions-in-force "are possibilities."

Congress, in approving a catch-all spending resolution in December for agencies without separate appropriations, provided \$2.694 billion for FAA operations, more than \$20 million below the Administration's request for the agency, but substantially higher than an earlier Senate bill providing only \$2.414 billion. In addition, Engen said the Gramm-Rudman bill "will significantly reduce fiscal 1986 funding levels in all appropriations." He ordered deferral of all technical training except for controllers, flight service specialists and maintenance technicians. All travel also was frozen except that related to maintenance and operation of the ATC system and regulatory and security functions. Overtime pay was limited to the same categories and new contractual studies also were to be deferred, as were most transfers within the agency "until further notice."

GA SHIPMENTS FELL 16 PERCENT TO JUST OVER 2,000 UNITS IN 1985

Shipments of new general aviation aircraft declined for the seventh consecutive year in 1985, falling to 2,032 units, a 16.4 drop from 1984 and the lowest annual total since before World War II. General Aviation Manufacturers Association said the industry had aircraft billings of \$1.4 billion in 1985, down 15.9 percent from 1984's \$1.69 billion when 2,432 new planes were delivered (BA, Jan. 14/9). December shipments totaled 195 aircraft valued at \$230.9 million, compared to 281 units valued at \$272.1 million in December of 1984 (see BA's compilation of worldwide aircraft shipments on Page 13).

GAMA President Ed Stimpson said the number of consolidations and mergers which took place in 1985 reflects "corporate confidence in the future of general aviation manufacturing," while possible loss of the investment tax credit and the "skyrocketing product liability costs" were "major blows" for the industry. Tom Smith, president of Fairchild Aircraft Corp. and chairman of GAMA for 1986, said while companies "buy airplanes for transportation, not tax advantages," repeal of the ITC would increase substantially the cost of aircraft ownership and remove "an important investment incentive." Stimpson said loss of the ITC would continue to change the capital investment picture for everyone involved, "affecting our business both in 1985 and the near future." As reported earlier, Stimpson said GAMA will not issue a forecast for 1986 (BA, Nov. 25/169).

REAGAN SHOWS SUPPORT FOR REMOVING DEDICATED FUNDS FROM BUDGET

Perhaps without meaning to, President Ronald Reagan made a strong case last week for removing revenues in certain dedicated trust funds—such as the Aviation Trust Fund—from the unified federal budget. Removal of the Aviation Trust Fund from the unified budget has been advocated by Sen. Nancy Kassebaum (R-Kan.), chairman of the Senate aviation subcommittee, and others who say funding for

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — DECEMBER UNIT SHIPMENTS

		Dec. 85	Cal. Year			Dec. 85	Cal. Year
AEROSPATIALE GÉNÉRAL AVIATION							
• Single-Engine				CE-210	Centurion	1	13
TB9 Tampico	0	3		CE-T210	Turbo Centurion	6	55
TB10 Tobago	11	33		CE-P210	Pressurized Centurion	4	30
TB20 Trinidad	18	66		CE-188	AgHusky	0	1
TB21 Trinidad TC	3	7		CE-188	AgTruck	0	0
R110	0	2		• Multi-Engine			
R180	0	1		CE-303	Crusader	0	15
R235	0	0		CE-335		0	0
TOTAL	32	112		CE-340		1	5
BEECH AIRCRAFT CORP.				CE-402		2	14
• Single-Engine				CE-404	Titan	0	0
BE-77 Skipper	0	0		CE-414	Chancellor	1	4
BE-C23 Sundowner	0	1		CE-421	Golden Eagle	0	2
BE-C24R Sierra	0	0		CE-425	Conquest I	1	8
BE-F33A Bonanza	3	23		CE-441	Conquest II	1	13
BE-A36 Bonanza	9	80		CE-500	Citation I*	0	6
BE-V358 Bonanza	0	0		CE-550S/II	Citation II	10	62
BE-B36TC Bonanza	1	16		CE-650	Citation III	10	28
• Multi-Engine				REIMS AVIATION			
BE-B55 Baron	0	0		• Single-Engine			
BE-E55 Baron	0	1		CE-F152		0	12
BE-58 Baron	4	24		CE-F152	Aerobat	0	6
BE-58TC Baron	0	1		CE-F172	Skyhawk	2	4
BE-58P Baron	2	14		CE-FR172	Hawk XP	0	0
BE-76 Duchess	0	5		CE-F182	Skylane	0	0
BE-860 Duke	0	0		CE-F182RG	Skylane RG	0	0
BE-C99 Airliner	0	0		TOTAL		77	859
BE-C90-1 King Air	2	25		*Manufacturers net billing — \$104,406,929			
BE-F90-1 King Air	1	4		AVIONS MARCEL DASSAULT			
BE-B100 King Air	0	0		• Multi-Engine			
BE-200 Super King Air	3	28		AD-My.10	Falcon	1	1
BE-200C Super King Air	0	3		AD-My.20	Falcon	0	1
BE-300 Super King Air	5	42		AD-My.200	Falcon	2	9
BE-200T Super King Air	0	0		AD-My.50	Falcon	2	12
BE-1900C Commuter	4	21		TOTAL		5	23
TOTAL	34	288		DEHAVILLAND AIRCRAFT OF CANADA			
Manufacturers net billing — \$35,185,788.23				• Multi-Engine			
BRITISH AEROSPACE				DHC-5		0	0
• Multi-Engine				DHC-6		1	18
BAe Jetstream 31	6	34		DHC-7		0	4
HS-748	1	6		DHC-8		6	19
BAe 146-100	0	7		TOTAL		7	41
BAe 146-200	4	13		EMBRAER			
HS-125-800 Model A	3	19		• Single-Engine			
HS-125-800 Model B	1	6		EMB-200		0	0
TOTAL	15	85		EMB-201	Ipanema	3	30
PILATUS BRITTEN-NORMAN LTD.				EMB-710	Carioca (PA-28-235 Dakota)	0	6
• Multi-Engine				EMB-711	Corisco (PA-28RT-201 Arrow)	3	21
BN-2B Islander	4	15		EMB-712	Tupi (PA-28-181 Archer II)	1	8
BN-2T Islander	2	2		EMB-720	Minuano (PA-32-310 Seratoga)	1	12
Mark III Trislander	0	0		EMB-721	Sertanejo (PA-32R-301 Seratoga)	0	5
TOTAL	6	17		• Multi-Engine			
CANADAIR				EMB-110	Bandeirante	1	8
• Multi-Engine				EMB-120	Brasilia	2	6
CL-600 Challenger	0	0		EMB-121	Xingu	0	2
CL-601 Challenger	3	9		EMB-810D	Seneca II	5	41
TOTAL	3	9		EMB-820	Chieftain	1	2
CESSNA AIRCRAFT CO.				TOTAL		17	141
• Single-Engine				FAIRCHILD AIRCRAFT CORP.			
CE-152	0	90		• Multi-Engine			
CE-A152 Aerobat	2	21		Merlin III-C		1	4
CE-172 Skyhawk	15	182		Fairchild 30		0	0
CE-172 Cutlass	0	5		Merlin IV-C		0	1
CE-172RG Cutlass	1	12		Metro III		7	20
CE-182 Skylane	5	89		Expediter		2	10
CE-182 Turbo Skylane	0	1		TOTAL		10	35
CE-182RG Skylane RG	2	16		GATES-LEARJET			
CE-185RG Turbo Skylane RG	2	14		• Multi-Engine			
CE-185 Skywagon	0	18		LR-25D		1	3
CE-U206 Stationair 6	1	43		LR-25G		0	4
CE-TU206 Turbo Stationair 6	1	27		LR-29		0	0
CE-207 Stationair 8	0	0		LR-35A		0	8
CE-TU207 Turbo Stationair 8	0	0		LR-36A		5	1
CE-208 Caravan I	9	63		LR-55		4	7
				TOTAL		10	33

		Dec. 85	Cal. Year
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	1	15
AE-940	Turbo Commander	0	1
AE-900	Commander 900	0	8
AE-980		0	0
AE-1000		0	29
TOTAL		1	53
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	4	5
1124A	Westwind 2	4	8
	Astra	0	1
TOTAL		8	14
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	6
LA-250	Renegade	3	17
TOTAL		3	23
Manufacturers net billing - \$650,021			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		3	26
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-6-235		0	5
MX-7-180		2	20
M-7-235	Super Rocket	2	13
MX-7-235		1	23
TOTAL		8	88
MITSUBISHI			
• Multi-Engine			
Solitaire		1	1
Marquise		0	5
Diamond		9	12
Diamond II		3	6
TOTAL		13	24
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	1	48
M-20K	231	9	41
TOTAL		10	89

PIPER AIRCRAFT CORP.

		Dec. 85	Cal. Year
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	9	101
PA-28-181	Archer II	9	93
PA-28-236	Dakota	1	20
PA-28RT-201T	Turbo Arrow IV	2	18
PA-32-301	Saratoga	3	33
PA-32R-301	Saratoga SP	1	15
PA-32R-301T	Turbo Saratoga SP	1	19
PA-46-310P	Malibu	7	102
• Multi-Engine			
PA-31-350	Chieftain	1	7
PA-31P-350	Mojave	1	13
PA-31-500	Cheyenne I	0	1
PA-31-500	Cheyenne IA	0	2
PA-42-720	Cheyenne III	0	1
PA-42-720	Cheyenne IIIA	0	6
PA-42-1000	Cheyenne 400LS	1	21
PA-34-220T	Seneca III	5	60
PA-44-180	Seminole	0	12
PA-44-180T	Turbo Seminole	0	5
PA-700P	Aerostar	0	7
PA-T1020		1	3
PA-T1040		0	1
TOTAL		42	540
Manufacturers net billing - \$7,579,388			

SHORT BROTHERS LTD.

• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	1
SD-3-60		4	20
TOTAL		4	21
SINGLE-ENGINE		158	1,618
MULTI-ENGINE		147	878
GRAND-TOTAL		305	2,496

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	December			Calendar Year to Date		
	1985	1984	1983	1985	1984	1983
Aerospatiale	32	*	*	112	*	*
Beech	34	35	50	288	401	402
British Aerospace	15	6	8	85	60	56
Britten Norman	6	3	7	17	13	20
Canadair	3	3	3	9	21	27
Cessna	77	98	77	859	978	1,216
Dassault	5	2	1	23	25	25
DeHavilland	7	2	0	41	33	12
Embraer	17	12	19	141	109	98
Fairchild	10	7	15	35	29	39
Gates	10	10	19	33	33	45
Gulfstream	1	6	9	53	50	68
Israel	8	4	11	14	16	21
Maule	3	4	4	23	29	28
Maule Air Inc.	8	12	1	88	64	2
Mitsubishi	13	2	8	24	15	43
Mooney	10	15	18	89	151	151
Piper	42	86	85	540	664	660
Short	4	7	5	21	35	34
	305	514	324	2,496	2,736	2,981

* Figures not available